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DAKAN { Capt. F. Samblit }MANILA, YAP, MARONN, NEW. { "PRINCE WALDEMAR" (T. 5,000) } SATURDAY, 5th Nov, Daylight.
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NORDDEUTSCHER LLOYD.

MELNERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th October, 1910.

Intimations.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 876, 506, or 881.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft.	Docking Length 375 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

Mooring basin 600 feet x 100 feet x 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 139, Takashimacho Office 293, or 2050, Irifuncho Office 2351.

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 15-15 acres. Direct water frontage of 2.35 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

PROPOSED PROHIBITION OF STREET STALLS IN TOKYO.

CURIOUS EFFECT OF FOREIGN INTERCOURSE.

The proposed prohibition of street stalls in Tokyo, which may be said to be one of the characteristic features of the metropolis, has called forth much adverse criticism from the Press. A writer in the *Togo Keifu* deals with the subject at some length. "It will be observed," he says, "that for many years past the attitude of the Metropolitan Police towards the institution of street stalls has been decidedly unfriendly. It is evident that the police are bent upon their gradual extinction. The persecution of stallkeepers began with the operation of the Revised Treaties and the throwing open of the country to foreigners for mixed residence. The reason for this departure seems to have been that it was considered that existence of stalls on public streets would lower the dignity and appearance of the capital in the eyes of foreigners. But the authorities were aware of the fact that an institution centuries old could hardly be wiped out by a stroke of the pen, and they would appear to have decided upon strangling it to death by a slow but relentless process of persecution. Pressure after pressure has been brought to bear on the poor stall-keepers during the past fifteen years, so much so that many of them have either been brought to the verge of starvation or have lost their means of livelihood. Asokusa Park as a well-known rendezvous of street stalls has suffered the brunt of the oppression. In the park the keeping of stalls has been prohibited except on Sundays, national holidays, and on festival days. The zeal of the police to clear the city of the 'unsightly sights' does not stop here. Hundreds of house-boats for pleasure purposes that existed in Tokyo have been extirpated; the use of charcoal fire has been decided to the Japanese men waiting for fares in the streets and licences have been taken away from the older men between the shafts, thereby putting them to great distress.

"No one who is acquainted with the proceedings of the police in the past will be surprised at the total prohibition of street stalls that is now proposed. Nevertheless it is a proposal which can scarcely be passed unchallenged. If the authorities think that Tokyo will not look sufficiently modernised unless its streets are cleared of all the stalls, that must be a great mistake born of an imperfect acquaintance with the conditions in the West. Not only do the keepers of stalls give no inconvenience or danger to the general public, but their existence in many instances actually conduces to the prosperity of other tradesmen in better circumstances. Yet the police want to see this perfectly-organised institution crushed out of existence in order to satisfy their strange whim. It is not surprising that an outcry should be raised against such a high-handed and unconstitutional piece of official procedure.

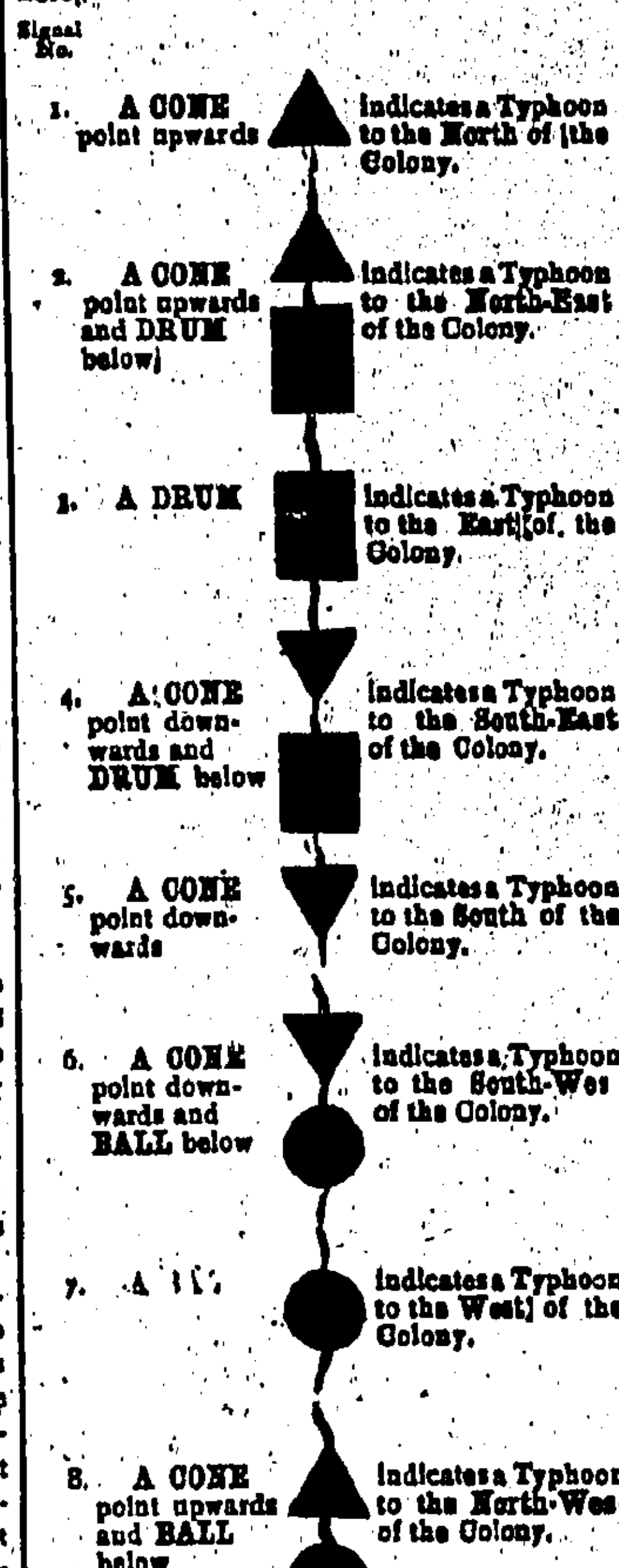
"London is one of the busiest and at the same time one of the most well-ordered cities in the world; yet it is not destitute of street stalls. In Oxford Street, Holborn, and the Mile-end there are a number of stall-keepers carrying on their trade day and night. The same is true in a larger measure of Amsterdam, Paris, and Brussels. In these cities the sidewalkers are freely used by the stall-keepers so far as they do not seriously encroach on the convenience of pedestrians; no fires are kindled, as in Tokyo, on the slightest provocation on the charge of having 'obstructed traffic.' It may be mentioned, by the way, that since the coming into operation of the new Penal Code the rate of fines has generally been increased. A fine of 50 shen or 5 is now mercilessly imposed for slight offences. In Tokyo people walking on the streets bare-footed are subjected to a fine, but it is not so in London. If it was, so to 30 per cent of dock labourers, and many of the denizens of the slum would be obliged to contribute a handsome sum to the national coffers. Nevertheless, London is healthier than Tokyo, and is more free from epidemic diseases [The writer is mistaken in saying that a proportion of dock labourers in London go bare-footed. Even bare-footed children are not often seen in London nowadays, though the sight is very common in the North in summer, for example at Newcastle, and is not necessarily evidence of poverty].

"The existence of stalls in many respects beneficial to the citizens, and there is little reason why they should be abolished. Nobody has ever complained of them; no carriages and no cars have ever come into collision with them. Despite this, the police would like to have them cleared from the streets simply because their existence might give foreigners a low opinion of Japanese civilisation. If this is the sole reason of the proposed prohibition of stalls the police have no right to carry out their intention and thereby to put tens of thousands of poor people to great distress. There is another reason why these petty traders should not be robbed of their means of livelihood at the caprice of the all-powerful police. These people practically have no means at their disposal; nor are they of a class who are capable of hard labour. It does not require much wisdom to perceive that the inevitable result of the deprivation of their means of subsistence must be a large increase of crime in various forms. On this ground alone if for nothing else there is sufficient reason why the institution should not be destroyed. Street stalls are not only patronised by lower-class people, but by a part of the middle class as well, and are generally welcomed by both. The authorities hold that stalls are incongruous to the widened, improved streets of the city. This, however, is an error. The wider the streets the more room should there be for stalls. The streets of Tokyo, extending over 500 miles in aggregate length, are the common property of the citizens of Tokyo, as they pay for their upkeep and maintenance. It is therefore most absurd that the police should relentlessly persecute themselves about the condition of the streets while the citizens also no objections at all. Although the proposed measure is fraught with most harmful consequences and as such it should be stoutly disapproved."—*Japan Chronicle*.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamara*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamara*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that a typhoon is expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted by the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock	Aberdeen
Waglan	Sai Ki Wan
Stanley	Sai Kung
Gap Collinson	Sai Tan Koh
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Flagstaff houses.

F. G. Frost, Observer.

1910/10/20

LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting disease, consumption, night sweats, muddy high-coloured water, &c., are all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the falling energies, and imparts new life and vigour to those who had so recently seemed played out, used up and exhausted. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor on its marvelous properties ever be equalled in all cases of nervous, impure, or other impurities of the blood from whatever cause arising. No sooner is it imbibed into the system than it penetrates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, sores, eczema, and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, galls or beriberi neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., 60, BURLING ST., LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOT'S CASH CHEMISTS.

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HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards. Best Terms. Quick delivery.

LEUNG TAI, Managing Director.

Hongkong, 19th January, 1910.

F. BLACKHEAD & Co., SHIP-CHANDLERS, BAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP-STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 19th March, 1907.

OSMAN & CASUM, 1 & 3, D'AGUIAR STREET.

JUST UNPACKED Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed.

Hongkong, 6th September, 1906.

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT GAINES ROAD, best most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that the will be pleased to receive orders for all kinds of NEEDLE WORK.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old RAGS to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 19th April, 1910.



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Cost \$165 Little, Last Long. Will

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FOR HIRE.

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GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHAW TONG & CO., General Managers.

Hongkong, 19th April, 1910.

LEE YEE HAIR DRESSING SALOON.

HAI ALWAYS ON HAND. CIGARS, CIGARETTES

ALL REQUISITES FOR THE LADY.

11, D'AGUIAR STREET, HONGKONG.

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TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-MEI-CHONG ROAD.

OFFICES IN YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for OFFICES.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, 6, 6A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 11th July, 1910.

Dentistry.

Dr. M. H. CHAUN, DENTAL SURGEON,

15, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN TUNG.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEE

Consultation 1/-

Hongkong, 19th April, 1910.

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Costs

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ADDRESS
ON APPLICATION

With an average price per chest of opium of over Rs. 2,600 at the 1st Government opium sales, another gain of 282 lakhs over the budget estimate has to be added to the already large account of opium gains this year. The prices now realised show a great advance on the average prices of the three previous months' sales which were Rs. 2,300, Rs. 2,149 and Rs. 1,262 respectively. It appears that as a result of the conferences that have been lately taking place at Peking between the British Consul-General and the Wai-wu-pu, Chinese merchants have come to the conclusion that the severity of the present restrictions on the import of foreign opium is likely to be relaxed in the immediate future, and they consequently began to purchase opium more freely than before, this change of attitude naturally having to effect in raising the prices offered at the Calcutta sales.

It would be possible for one to go on multiplying instances of the kind almost indefinitely, as all the producing companies exhibit a substantial improvement in their output of rubber; but a brief passing reference is sufficient to show that this is not true among the companies which show increased production both for last month and for a seven months period for the current year, in contrast with the results for the same periods of last year are Perak and last time, London Asiatic, Fattang, Damannasara (Selangor), Harpenden (Selangor), Federated (Selangor), Fong King (Selangor), Seremban (Selangor), Consolidated Mal (F.M.S.), F.M.S. Scaffold and Batu Caves. These by no means exhaust the list of companies which have greatly increased their production of rubber, but they will suffice to prove that the progress made has been general and of a character which is clearly calculated to give assurance to the outside world that the capacity for the development of this comparatively new industry is **OTHERS**. In **Glass**

package by order of His Majesty's Hon. Commissioners,
and without which it is a forgery.

Sold by all Chemists.

Kah-nay. (Plur): fresh water—Ka-Yan

W. BOVEN ROVAND

Free

Sold by all Chemists.

W. BOWEN ROWLAND,
MAYOR, YORK, ENGL.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1811.

WINE AND SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

IMPORTANT NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the Superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands, "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

THE HONGKONG & CHINA SHOE FACTORY, LTD.

Works: 98 and 99, Praya East, Office and Showroom: 33 and 35, Des Vaux Road, Central, a few doors from new Post Office.

Hongkong, 20th October, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Street, and should be accompanied by the Writer's Name and Address.

Subscriptions should be sent to the Manager, The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
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BIRTHS.

On October 15, 1910, at Shanghai, the wife of F. Newman Matthews, of a daughter, who survived only a few hours.

On October 11, 1910, at Shanghai, to Mr. and Mrs. Kenneth Watson, a daughter.

MARRIAGE.

DEWHURRY-NICHOLSON.—At St. John's Cathedral on October 10th by the Rev. Arthur B. Thornhill, M.A., HAROLD, youngest son of Mr. Chas. Dewhurst, of Walsall, Staffs, England, to NORMA EVELYN, eldest daughter of Mr. R. A. Nicholson, of the Cosmopolitan Dock, Kowloon.

DEATH.

On Sunday evening October 9, 1910, Maria ne (Vincio) the beloved wife of the Rev. Arthur Bonney, London Mission, Hankow.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 20, 1910.

MOP AND BROOM IN CHINA.

It is not true that every Chinese is a born gambler, but it is true that among the labouring classes, and the mercantile classes and the students and young men generally, the love of a gamble is deeply rooted. We find that we cannot for the moment think of any class of Chinese of which this may not be said. Still, among all classes an opposition to and hatred of gambling is growing rapidly. There have always been enlightened thinkers in China who detested the dangers and calamities which gambling causes, and who from early times down to now have constantly protested against its permission and demanded its suppression. We do not believe that it is possible altogether to abolish gambling in any country. Public gaming is of course forbidden in France and Germany, but the State derives a handsome revenue from lotteries in those and in some other European countries. In Italy where the lottery fever reaches its highest point the evil caused by it is most evident and deplorable. The permission of lotteries and a passion for risking money in them does not preclude other forms of gambling in addition. The poorer classes in some parts of Italy play "morra" at any time and any where, and some of them, if they had no fingers would try to play it with their toes. It is very disagreeable when one yearns for a siesta or the first deep sleep of night to be kept awake in hot weather by a crowd of noisy Italian loafers playing morra and sweating at each other just outside one's window. We also remember more than one hot night in a Chinese city when a number of Chinese revellers playing *chat mui* in a restaurant near by robbed even midnight of its peace and chased sleep away until the wine-cups had begun to drown the voices and the energy of the players. And here we must note an essential difference between the gamblers of the East and those of the West. When playing to make other men drink, the Chinese is noisy, but when he is gambling for money he is silent and impassive as an image. The Caucasian is a noisy player. We speak of those classes who have not learned to control or conceal their emotions. Put a few Spaniards round a table with a pack of cards, or a few English or American sailors, or a few French workmen, and you will wish for cotton-wool to put in your ears. We have seen a large crowd of coolies round a long table in a Chinese street, gambling away the savings of two years' hard work, and all of them dead silent. The difficulty of suppressing gambling among Chinese is well seen here in Hongkong, where the police cannot stop it as they may. We have heard some criticisms with which we do not agree, of the inconsistency of permitting or not interfering with card playing in clubs, and the pari-mutuel at the race-course and yet at the same time punishing coolies for playing for a few cents. In reality there is no inconsistency. The coolies are very sensibly injured by their gambling which is actually true gambling, i.e. playing for money, without any other consideration of skill or sport. In the clubs, games of skill are played for small stakes by men who can well afford to pay for their pleasure. At the race-course the betting is very small, it is rare that anyone gets really hurt by it, and when anybody does, he usually is the sort of an ass who would be bound to get hurt anyway, anywhere and anyhow. Horse racing is one of the finest sports in the world, and here in

Hongkong the small sums risked in betting on one's friend's pony are not sufficient to cause a censor of morals any great anxiety. Such support as racing gets indirectly from betting in Hongkong is, we think, for the good of sport. We do not however recommend anyone to bet. Our neighbours in Canton are much exercised in their minds about the gambling farms in Kwangtung Province. The Self-Government Society has recently attacked it, and the Provincial Assembly, after repeatedly pressing the Viceroy to do away with gambling altogether in his jurisdiction, is now faced with the necessity of either confining defeat, or of devising means to compel the Viceroy to give effect to their demand. They threaten resignation in a body, and should they carry out their threat, it would cause such scandal and such a fuss that we hope some other way will be found out of the difficulty. We have nowhere seen any practical suggestion, however, either by the Self-Government Society or the Provincial Assembly, of a substitute for the loss to the Government revenue which the abolition of the gambling farms must involve. The Viceroy might reply that he dislikes gambling and its permission as much as anybody, but that there isn't any money, and under the circumstances what is a poor Viceroy to do? We suggest that there are a number of ways of raising a larger revenue than was ever derived from the gambling, if the Provincial Government will set itself seriously to the task of discovering and developing them. At the same time the Assembly might give the Government its valuable assistance and advice in this important work, and, without impatience, endeavour to establish a new source of revenue before abolishing the old one. We also recommend our Chinese friends to tread very warily in this matter of gambling. Such a question has many sides. If even the English are unable to stop betting at English racetracks (and here we must observe that this is a very different question from that of the pari-mutuel and racing in Hongkong) how can the Chinese hope to have the smallest chance of success in so overwhelming a task as that of abolishing gambling in their country? The most they can do is to regulate it. Among the English, even at its worst gambling is connected with a manly sport, in China it is simply a passion for getting money by pure chance. We know an instance of a Chinese merchant who refused to invest any money in a really sound and paying enterprise, but put it instead into a concern in which the gambling element predominated. It might have paid a thousandfold, it didn't. It never paid a single cash. The Chinese was led to invest in it simply by his love of "a flutter." The labouring class will most assuredly continue to gamble whatever happens, so the question of regulation is imperative. If the gamblers are stopped at their quillies they will become choked, and the sewage will run up into the streets and into the houses. These vices must have an outlet, and it is the duty of a civilized Government to provide for moral as well as physical sanitation. A system of drainage is needed in both. To mop away the cobwebs and to sweep away the dust in a drawing room is necessary, but to smash the china in so doing is to show the importance of the proper use of mop and broom.

THE LIQUOR TRADE.

Whilst all kinds of vituperative epithets are being hurled against the Government in Hongkong against their declared policy of withholding the licences of the existing nine smaller hotels not later than 1915, it is rather interesting to read in *Capital and Commerce* (Shanghai), that the authorities' "devout wish most probably is that the consumption of spirits may increase so that they may not be called upon to find a new source of revenue when almost all of them consistent with maintaining Hongkong as a free port has been exhausted." This was written, of course, with special reference to the new liquor tax and before this latest official announcement regarding the closing of minor hotels had been made public; still it is a useful commentary upon Hongkong governmental policy as viewed by outside eyes. In the Straits Settlements the loss of revenue in opium has had to be made good by the imposition of an income tax and this appears to have been effected without a great deal of shuddering. "But," says the journal we have already quoted "the liquor tax imposed in Hongkong to meet the loss from the opium revenue is encountering serious opposition, and it is frankly stated that it is an undesirable and unjustifiable impost upon a particular class for the benefit of the whole community generally. The liquor tax embodied in the famous budget of Mr. Lloyd George was frankly intended to curtail the trade in spirits and make the nation temperate; and no doubt it has done some good that way as shown later by Mr. Lloyd George himself by a long array of figures, showing that drunkenness has decreased wonderfully in the British Isles. But the Hongkong legislators have no such end in view. Frankly they want revenue; they have lost it in opium, and they must get it from spirits." Yet in view of this recent declaration of their intention to close down prematurely

the minor hotels in four or five years' time, it does not look as though our Government were anticipating any increase in the spirit revenue. The official future policy remains a secret for the present. Before 1915 arrives, a new Governor and a new administration may have reversed the announced policy. But should this come to pass, it is surely a foregone conclusion that measures will be taken to supply the legitimate needs of the population in this respect and to compensate the present licensees for their losses. It may be argued that four years' notice puts the matter of compensation out of court. That may be so in the case of hotel-keepers who have been in possession for twenty or thirty years. On the other hand, there are one or two instances in which licensees have only recently taken over their businesses, have spent thousands of dollars in altering and improving their premises, and cannot hope fully to recoup their outlay for perhaps ten years to come. It is a truism that no licence is granted for more than one year and that it can be taken away without any reason given by the Licensing Justices at any time. At home, however, the principle of compensation is generally recognised, and it is to be hoped that our Government will not fail to follow the same practice. It is suggested in some quarters that the authorities here intend to take upon themselves the control of all retail liquor traffic apart from the big leading hotels. If such be the case the best thing possible would be to leave the small hotels under their existing management, with due official supervision of course, until a systematised method of working had been formulated.

LOCAL AND GENERAL.

REAR-ADMIRAL RUSLEY EVANS, who is staying in San Francisco, announces that he has accepted the Presidency of the California Oil Company.

THE new steamer *Mexico-maru* was handed over to the Osaka Shosen Kaisha by the Mitsui Bishi Dockyard and Engleer Works on the 18th inst. She will leave Nagasaki for Kobe on or about 20th inst.

THE general agent of the Shanghai Sumatra Tobacco Company, Limited, has received the following telegraphic a/c from the Deli Matshuppel, Amsterdam:—"Sold 4.6 bales tobacco at Guilders 28."

THE Duke of Montpensier, a well-known member of the Orleans Royal Family, is expected to arrive in Saigon next month on a pleasure tour. He brings along an airship for a flight from Saigon to Hanoi, the capital of Tonkin.

IT is announced that a proportion of the receipts, not less than £5,000, derived from the proposed Imperial Exhibition at Shepherd's Bush in 1911 shall be devoted to the Mansion House Fund for a memorial to King Edward.

BURGULARS have succeeded in breaking into the Bimby Mint by way of the roof, getting near the strong room in which two crows stood to the account of the gold reserve. The burglars were apparently disturbed as nothing was stolen.

HARBOUR accommodation improvements are within sight at Salgon and are to be undertaken by the Chamber of Commerce. To raise the required funds the Colonial Council has sanctioned the levy of additional export duties on rice and paddy.

A NATIVE wine-dealer was brought up before Mr. E. R. Hallifax, at the Magistracy this morning on a charge of alleged false declaration of spirits of wine as *samsu*. Revenue Officer Wilden prosecuted and Mr. C. Wilson, of Messrs. Hastings and Hastings, appeared for the defendant. The case was adjourned.

COCONUTS, the so-called conies of the Far East, find scant favour among the planting community in Indo China. An official report ascribes this to the length of time before the palms yield a crop. Small landowners shrink from such a prospect. One planting company has, however, ventured to grow coconuts and Para rubber on the island of Phu Quoc.

"COMING events cast their shadows before them," and returning Governor and his aides-de-camp, Captain P.H.M. Taylor, A.D.C. to His Excellency Sir Frederick Lugard, arrived to-day by the *s.s. Namur*. It is not true that there is more joy in Hongkong over the return to play of one A.D.C. than over the return to work of several Governors. An A.D.C. has heavy work to do as well as hard play, and Captain Taylor will be welcomed by many friends who know how thoroughly he enjoys both.

ST. STEPHEN'S COLLEGE.

OXFORD LOCAL EXAMINATIONS.

The Warden has received, by telegram, information that the following candidates from St. Stephen's College were successful at the recent Examination.

SENIORS: Chan Tsun Nin (D.), Ho Wing Kin, Lam Tung (D.), Lei Hoi Tang, Leung Mei, Liang (D.), See Chong Su, Wei Wing Lock.

JUNIORS: Chan Lo Cho (D.), Lai Han Chin, Lai Han Yung, Lam Chao, Lok Kwai Lo, Luk In Cheung, Tang Yung Lam, Wong Oi Kat, Yung Him Hang.

PRELIMINARY: Chan Cheong Nin, Ng See Ho (D).

(D)—Distinction.

ST. STEPHEN'S GIRLS' COLLEGE.

has also passed:

JUNIORS: Cheung Sau Wai, Ng See Hing, PRELIMINARY: Jon Lai Shing, Kwok Chun Yung, Lai Liang, Ng See Cheung, Wan Yung Shing, Yung Po Koa.

PROPERTY SALE.

\$5,000 REALIZED.

At noon to-day Messrs. Hughes and Hough, by order of the mortgagees, put up for sale a valuable lot of household property. It consisted of the houses known as Nos. 2, 4, 6, 8, 10, 12, 14, and 16 Slings Street and is of an area of 8,899 square feet. Considerable interest was evinced in the sale. The first bid offered was one of \$10,000 and after some competition between intending purchasers, the property was sold to Mr. Yau Sau Kiu for the sum of \$10,000.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Officer Administering the Government, Sir Henry May, K.C.M.G., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. C. McL. Messer (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), Hon. Mr. A. W. Brown (Registrar General), Hon. Mr. F. J. Badley (Captain Superintendent of Police), Hon. Mr. E. A. Hewitt, Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clement (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 88 and 89.

It was agreed that they be referred to the Finance Committee.

FINANCE COMMITTEE'S REPORT.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 15). It was approved.

IMPORTATION OF MORPHINE.

Hon. Mr. Murray Stewart asked the following question of which he had given notice:—With reference to certain regulations recently issued, will the Government inform the Council what countries export Morphine and its compounds to this Colony, and what proportion, if any, of the quantity imported, is expected from the United Kingdom?

The Colonial Secretary replied:—"A record has only been kept since the Opium Ordinance (No. 19) came into force on the 1st of last March. Between the 1st of last March and the 30th September last, 7,030 lbs. of morphine were imported into the Colony, the whole amount being shipped from London. Between the same dates, 65,114 lbs. of compounds of opium were imported into Hongkong and of this amount, 13,997 lbs. (or about 34 per cent.) came from London, while the remainder came fromanton.

OPIUM.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Opium Ordinance, 1910.

The Colonial Secretary seconded.

Bill read a first time.

This Bill amends the Opium Ordinance, 1909, by providing that the declaration on the importation of opium, in the case of a limited company, shall be taken by the manager before taking delivery by himself or his servants. It also makes the failure to make such a declaration an offence against the Ordinance.

NEW TERRITORIES.

The Attorney General moved the second reading of the Bill entitled an Ordinance to consolidate and amend the laws relating to the administration and regulation of the New Territories. He explained that the Bill as a whole aimed at the consolidation of the laws relating to the regulation and administration of the New Territories.

The Colonial Secretary seconded.

Hon. Mr. Murray Stewart said that when the New Territories became part of the King's Dominion about a decade ago, the civilization of the inhabitants was of a most primitive kind, compared to the Chinese inhabitants of Hongkong. No one knew better and no one was in a position to describe as well as His Excellency the conditions which prevailed in the territories at that time. His Excellency took part in some of the skirmishes and he probably owed his life to the fact that cross-bows did not carry so far as rifles. The speaker dealt at length with the state in which this country was found when it was taken over by the British, with the consequence that the Government was faced with a backward and unprogressive piece of land without means of transport or communication. The inhabitants of the New Territories were almost a separate people and it was inevitable that there should be separate laws enacted, hence the new laws for the modification and consolidation of the administration of the territories which were to be considered that afternoon. With a modicum of ability and foresight at the proper time, there would have been the natural development of the territories. The Railway was now an accomplished fact, and with the wide roads in existence, there would spring up mutual intercourse between neighbouring peoples. Certain parts of the Bill, however, tended to produce the opposite effect. The Bill intended to vest in the Governor-in-Council powers to make rules relating to the manufacture of any commodity and the recovery of debts in his absolute discretion. He would suggest that the rules should be laid on the table of the Legislative Council. The Bill gave powers to the District Officer which were very drastic and they required modification. He did not propose to go into the Bill at length but taking it as a whole, those powers seemed to him to be altogether too wide. He had no opposition to offer to the principles of absolutism. They were all absolutes and he was prepared to accept the view that at certain seasons arbitrary measures were necessary but he ventured to say that absolutism required effective checks and in his opinion the Bill did not provide effective checks and unless the Government were prepared to accept his proposals for the modification of the clauses contained in the Bill he could not see his way to vote for the second reading of the Bill.

Hon. Mr. Hewitt said he had no idea to start a discussion but he would briefly reply to the remarks which fell from the lips of the last speaker. The remarks of the hon. member were on the whole very valuable and he hoped that the points raised would be given full consideration by His Excellency and those members of the Government who were responsible for the administration of the New Territories. In view of the position occupied by the country, financial, geographical and otherwise, it was necessary to have a separate form of Government for the Territories. Although the railway was now completed, if the same policy as had hitherto governed the administration of the country were to be continued, it would mean a large increase of work and possibly a corresponding increase of the

Government staff. He gathered from his friend's remarks that what was required was an entire change, but the New Territories as they stood, the protection required and although he agreed with his friend's remarks, still he did not think that the time was quite ripe to effect a change in the form of administration.

The Attorney-General said that from the remarks made by hon. members, it might be inferred that the changes contemplated by the Government were of a drastic character. That was not so. The Government only wished to effect a consolidation of the laws. The hon. member for the control of the manufacture of any commodity by the Governor, to which exception was taken, but he might inform Council that he words were an exact reproduction of the Bill introduced in 1909, when the country was taken over. The Government, however, were prepared to leave out the words and insert in their place the words "Kosineoil, dangerous goods any other commodity which might be included with the approval of the Legislative Council (Mr. Murray Stewart—"Hear, hear"). The Government did not object to the rules being laid on the Council table, although it appeared to him that the formalities were wholly unnecessary. The District Officer, who lived and sat at among the inhabitants, was the most desirable person to deal with the matters under discussion, with the full consent of the Registrar-General, who was a very busy man and who could reasonably be permitted to transfer some of his powers to the District Officer.

Hon. Mr. Murray Stewart—I did not say and I did not mean to say what I apparently been told. "Yes," the hon. member said, "I only proposed a modification of the law. I did not advocate a change of government. I did not advocate that the Government should apply the laws of the Colony to the New Territories. I thought I had made my point quite clear but I regret that I should have been misunderstood." Hon. Mr. Hewitt—I did not quite grasp the point.

His Excellency stated that he hoped the hon. member representing the Justices of the Peace was satisfied with the Government's explanation. It was necessary to have a separate form of government. The New Territories were one of those pieces of land which could be regarded with complacency, knowing that the place was run on economical lines (Applause).

At this point, Mr. Murray Stewart asked for an explanation as to the procedure he should follow before voting in favour of the second reading of the Bill.

The Colonial Secretary—The hon. member can vote against the Bill if he so wishes.

His Excellency—No, we don't wish that.

His Excellency then proceeded to give the explanation required.

A division was taken, when all except two voted "aye"; the dissenters being Hon. Mr. Stewart and Hon. Mr. Osborne.

The Bill was then considered in Committee. Hon. Mr. Murray Stewart moved that the words "The rules should be published in the Government Gazette be deleted and the words 'laid on the table of the Legislative Council' be inserted in their place. The Government were attempting to carry out their proposals in secret and prevent the public from having an opportunity to criticize the laws before published in the *Gazette*. He remembered being present at 8 o'clock in the evening when the Liquors Bill was being considered, and he applied the same argument now in regard to taxation on behalf of the unofficial members.

Hon. Mr. Hewitt said that his friend wished to revolutionize the whole system of the Colony's government. He wanted to upset the whole working of the Colony. With regard to his friend's statement that he was speaking in the name of the unofficial members, his friend was not authorized to do so. He did not know when he stepped into the Council Chamber that afternoon that his friend intended to make those proposals. He had not the slightest idea of it.

Hon. Mr. Murray Stewart—I referred to the Liquors Ordinance. The unofficial members consistently fought for the principles of the Liquors Bill with regard to taxation.

His Excellency said that this was a small Colony and the rules proposed by Council were haphazard and penny rules. If hon. members' views were adopted there would be more delay and more red-tape than ever and the work of the Government would be hampered.

Hon. Mr. Osborne said he was entirely in agreement with his friend. His rules were haphazard penny rules. As His Excellency put it, it would not matter much, but the Bill conferred very wide powers on the District Officer, which was not as it should be.

A division was taken regarding the amendment, with the same result as before.

Hon. Mr. Osborne referred to the clause providing for the appearance of witnesses in law-suits. A man could not be dragged into Court at the absolute discretion of the District Officer.

The Colonial Secretary—But that is the usual procedure?

Hon. Mr. Osborne—In criminal cases.

Hon. member at this point moved an amendment providing for a companion by the District Officer.

This motion was defeated by the same majority as before.

Hon. Mr. Osborne—I notice the words "A Police Officer or constable." What is the difference between a Police Officer and a constable?

His Excellency—An Officer holds a higher rank than a constable.

Hon. Mr. Osborne—Is it a constable a Police Officer?

The Colonial Secretary—Not necessarily. A constable is a private (Laughter).

After further discussion, the Bill was left in Committee.

LIQUOR LICENCES.

The Attorney-General moved the second reading of the Bill entitled an Ordinance to amend the Liquor Licences Amendment Ordinance, 1909.

The Colonial Secretary seconded.

Bill was read a second time.

The Bill was then read a third time and passed.

PROMISSORY OATHS.

The Attorney-General moved the second reading of the Bill entitled An Ordinance to amend the Promissory Oaths Ordinance, 1866.

He said that the Bill provided for an amendment of the schedule whereby a Justice of the Peace would be required to take an oath before a Magistrate. At present, a Justice of the Peace was sworn before two or just one.

The Colonial Secretary seconded.

The motion was agreed to.

ADJOURNMENT.

The Council then adjourned till the 27th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed that the following votes be recommended for approval by the Council:—

TREASURY CLERK.

A sum of seven hundred and eighty-five dollars in aid of the vote Treasury, A. Treasury Office, personal emoluments, 4th grade clerk.

PRISON.

A sum of five hundred dollars in aid of the vote, Police Department, Prison, other charges, subsistence of prisoners. This was all the business.

CORRESPONDENCE

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE CHINESE CUSTOMS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—It will hardly be generally known that the assistants in the Chinese Customs, no matter how old they may be, have annually to submit to an examination in the Chinese language. They themselves, as a rule, do not like to talk about this disgraceful and humiliating state of things, because in the West men of forty or even fifty years of age are not being treated like school-boys. But here, here we are in China, where it is by no means an uncommon thing to see a grandfather with his son and grandson undergoing one and the same examination. We may try to experience it that a young examining commissioner, when relieving a griffin from his clutches, will say to him: "Now, my boy, just call your old father, that we may see whether he has learned his lesson well during the great year." Truly, a grotesque idea in European eyes, but everything of this sort seems to be possible in the Customs now.

When Sir Robert Hart was directing the affairs of the Customs, he now and then used to draw the reins tighter, as far as knowledge of Chinese spoken by the assistants was concerned, whilst at other times he let them go much looser again. At all events, those men in the lower ranks who did not possess a great knowledge of Chinese were generally promoted pretty much in the same way as their comrades who had learned more. It was only in the highest ranks that a greater distinction was made, though it was often whispered that there had been even Commissioners with little proficiency in the difficult Chinese language.

But henceforward, no more leniency at all is to be shown in this respect, according to the latest ruling by the Inspector-General. Looking at it purely technically, one cannot find fault with this order, as the instructions say clearly enough that every assistant must learn Chinese. But the question arises: Is it very wise to enforce these instructions too severely? The answer is: No, it is decidedly unwise. Many a man who is a good office man, as long as he does not study Chinese very much, would impair his capacity for doing office work if he earnestly tried to acquire this unfortunate language. It is indeed very strange that they disregard this obvious thing at Peking now. Sir Robert Hart with his keen knowledge of human nature acted differently, for he never enforced his instructions on this subject very seriously. He had the reputation of being a strong man, and yet he did not use his strength here very often. This looks a little like weakness, whilst in reality it showed great wisdom.

Little Chinese is required, as long as a man has not reached the post of Commissioner or Deputy Commissioner. So why in the name of common sense should not those assistants who are not strong at Chinese but do their office work satisfactorily, be promoted to all posts barring only the above-mentioned highest ones? Why should the lives of many of them be made perfectly miserable by forcing them to learn a language which is repulsive to them? And what about those who, for other reasons, cannot expect to be made Commissioners, whether they know Chinese or not? It is almost verging on cruelty to whip the latter on to this study which will bring them no advantage, but may make them mad.

Yes, madness is the lurking danger for men who try to swallow too much of this diet so unpalatable to the taste of most Westerners. The more they have to do it, against their own inclination, and against through force from above, the more dangerous it is. Not a few assistants in the Customs are really ill, and are thereby deterred from earning too much Chinese. They know that otherwise they would after a few years not be the same persons mentally as before. Such a price to be paid for a Commission is too dear for any level-headed man. A little story bearing on this subject may be mentioned here. Two children after the merciless fashion of their age are reviling each other in various ways. At last one of them shouts out at the other: "Every one says your father is quite mad, because he has gone in too much for the study of Chinese!"

Of course, the Inspector-General has the power to withhold all promotions from subordinates who do not grind away at Chinese. Such seems to be the intention. Now, let the severe men at Peking not forget one thing, and that is the fact that China is a dreadful country for drunkenness and suicides of Westerners. Both will increase in the Customs. If things go on in this despicable way, if this new Inspector-General thinks that after he has got rid of all assistants who do not know enough Chinese, he will be better off, he is very much mistaken. He can never get a sufficient number of persons who are at the same time good Chinese scholars and good office men. Such superior men will always be the exception rather than the rule. If the Chinese scholars preponderate too much, the public will be the sufferers, that is quite certain.—I am, etc.,

MENE TEKEL.

20th October, 1910.

FOSMOSAN SUGAR COMPANIES.

RE-ORGANIZED COMBINATION.

The manufacturers of unrefined sugar in Formosa, the *Fosmosan* sugar, have formed a league among themselves under the name of the Taiwan Sugar Rengo-ka, with the view to promote the development of the insular industry and their mutual interests. The members of the league consist of companies or individuals who possess factories in Formosa which turn out unrefined sugar, the present members being the Taiwan Saito, Wajii Saito, Toyo Saito, Epsitko Saito, Nitate Saito and other companies. The promoters held a meeting on the 6th at the Taiwan Saito Kyo-ka and drafted the Articles of Association. Mr. T. Yamamoto, of the Taiwan Saito Kyo-ka, has been appointed President of the Association.

CANTON-KOWLOON RAILWAY.

CARRIAGES FOR CHINESE SECTION.

The carriages constructed for the Kowloon-Canton Railway by the Hongkong and Whampoa Dock Co. have been the object of admiration by all who have travelled in them. In all eight of these have been built for the British section, and it is a matter of gratification that the Kowloon shipbuilding yard has obtained the contract for a like number of these carriages for the Chinese Imperial section of the Railway. So far two carriages for second class passengers have been completed for the Chinese Government and they were this afternoon transported to Canton. They were shipped on board two lighters of the Hongkong and Kowloon Wharf and Godown Co., Ltd., which were this afternoon towed across to Canton.

REVIEW.

RINGCRAFT by Jim Driscoll. Featherweight. Champion of Great Britain (with numerous illustrations) published by "Boxing" 21, Burlington Street, London, W.C.

In this volume, Jim Driscoll has compiled some of the best sporting stories that it has been our pleasure to see for many years; and not only does he emulate Sir Conan Doyle for his explicit expression but he presses hard upon that eminent authority's heels in demanding a fair international understanding so far as prize-fights are concerned. In Hongkong lately we have had numerous instances of fights having to be decided on points, and these are not always so satisfactory as to who has laid 6 to 4 will tell you. However the referee is in violation, and rightly so; the boxer may grind his teeth in wrath but the fact remains.

One thing in particular strikes a reader in perusal of Jim Driscoll's book is the way in which he insists upon the supreme importance of Ringcraft. As may be well imagined, Jim started his punching days when he was a small boy and needless to say he has attained Championship honours through sheer grit and determination. His book is full of it.

SUPREMACY IMPORTANCE.

As an example of Jim Driscoll's style, we cannot do better than quote a complete extract from the first of his new work, which conveys a special meaning to amateurs with the glove:

"When the average amateur joins the professional ranks, he usually does so filled with hope and radiant dreams of the prosperity and fame which he fondly anticipates and will fall to his lot. This is particularly the case when he has achieved any considerable success, as an amateur. For in that case he has usually put in quite a decent time at sparring or serious practice bouts with his old professional tutor, and plumes himself on the success which has attended his efforts in these trials. Consequently, he looks forward to a fairly comfortable career in the profession, and is apt to feel bitterly disappointed when he meets with defeat, as is usually the case; when, as often happens, his self-confidence has tempted him to fly at fairly high game. Much, of course, depends on circumstances. His early professional opponents may be merely rough and ready fighters, whose sole claim to distinction is the ability both to hit hard and to take punishment, and in this case, supposing him to be equally gifted, it is probable that his superior coaching may carry him through successfully."

It would be a pity if our local favourite Bill Lewis did not see the issue of Jim Driscoll's publication, although we think that Bill has little to learn in Ringcraft but we shall have pleasure in handing over to him a copy of the book whenever he cares to come for it.

ACCIDENT TO THE H.-A. L. S. "ARMENIA."

The R. M. S. *Montag* arrived at Woosung at 5 p.m. on Saturday with the H.-A. L. S. *Armenia* in tow, reports the *N.C.D. News* of 17th inst. As briefly reported by wireless telegraphy, the *Montag* picked up the *Armenia* on Friday. The *Armenia* left here last Wednesday, bound for Meiji. When in the vicinity of Socotra Rock, about midway between Shanghai and Nagasaki, on Thursday she broke her tail shaft. Very shortly after the accident a Japanese steamer hove in sight, and offered to tow her either to Meiji or Kobe, but refused to bring her to Nagasaki or Shanghai. The day after the accident—on Friday—the *Montag* fell in with the disabled vessel, and offered to tow her to Shanghai. There was a heavy sea running at the time, and the boat lowered by the *Montag* was damaged. Nevertheless it made its way across to the *Armenia*, and brought back a three-inch wire hawser in the *Montag*. The sea was too rough to venture to tow the *Armenia* with this hawser, and accordingly it was used to carry a chain cable back to the German ship. Thirty fathoms of this cable were paid out, and then the *Montag* took the *Armenia* in tow and succeeded in bringing her safely to Woosung. Considering the weather the *Montag*'s feat was an extremely smart piece of seamanship. It was only two hours from the time she lowered her boat until she began to tow the *Armenia*, and she arrived at Woosung only five hours later. Early yesterday morning the *Alexandra* and *Vulcan* towed the *Armenia* up to the Cosmopolitan Dock.

The *Armenia*, having unloaded most of her cargo in Shanghai, was very light at the time of the accident, drawing only 19 feet. Apparently the break in the shaft was close to the bow, as the propeller was seen to be canted up, and the tail of the shaft was depressed inside.

This use of a chain cable instead of a hawser is explained by the fact that the chain's own weight will keep it in the water, whereas a wire hawser would be subjected to such jerks and strains in a heavy sea that it would almost certainly part.

The wireless messages of the *Montag*, announcing that she had the *Armenia* in tow, was first picked up by the P.M.S. *Chien*, which also arrived here on Saturday. Socotra Rock is named after the P. & O. vessel of that name which discovered it three or four years ago.

REVOLUTION IN PORTUGAL.

FURTHER DETAILS.

London, October 5.

Nothing whatsoever has been received from Lisbon direct. It is supposed that all the brief updated reports hitherto received came by wireless. Rumours have been frequent of late that the Republicans were on the point of acting. The Portuguese Republican leader Luiza, who is in Paris, declared that all the dictatorial work of Franco remained after the death of King Carlos. The Republicans were persecuted on any pretext and every opposition was employed to strangle the voice of the people. King Manuel was a prisoner of the Clericals and was powerless over the political chaos. The navy probably headed the movement and the army followed. Senhor Luiza predicts that the Republic will emerge triumphant.

Reuter telegrams from Rome that the Vatican is perturbed at the effect the revolution may produce in Spain.

The firing of twenty-one guns at 1.30 on Tuesday morning was the signal for revolt. The population rushed to the windows and into the streets and saw crowds running. Barges were squandering the assembly to the accompaniment of the crackle of musketry and shouts of "to arms." The police were mobilised and attacked the revolutionaries but were driven back by bombs. They then summoned the troops many of whom wounded the insurgents and soon a desperate conflict was taking place.

Dead and wounded were falling everywhere. Artillery and rifle fire were incessant all night, increasing towards dawn. Electricity failed and the fighting went on in the darkness. The Royalists fought most desperately, forcing the insurgents to take the defensive. The insurgents erected barricades, broke down bridges and cut the telegraphs. During the morning detachments from garrisons in the provinces arrived and joined the loyalists.

Meanwhile the warships "Admiral," "Sao Rafael" and "Alcantara" hoisted red flags and bombarded the city, directing their fire especially at the Government offices around the Praça do Commercio and the Necropolis Palace. They did considerable damage to the buildings. The tower of the Palace and a church were demolished. Many spectators in the lower town were killed during the street firing. There were hundreds of casualties and ambulances were soon removing the dead and wounded.

During the night King Manuel left the palace with four attendants and proceeded to a place of safety. Queens Amelia and Maria Pia are still at Oeiras.

The revolt broke out at the conclusion of a banquet at the Palace in honour of Fonseca, Brazilian President elect. It is believed that the murder of the marshal special, Bombarda who was shot by an army officer was the spark which fired the revolt. It is reported that Gofiao, who was defending the Palace, committed suicide when it was stormed. The Duke of Oporto headed the mountain train artillery which the insurgents repulsed. Numbers of regiments split into factions and fought fiercely amongst themselves; others ignored or killed their officers.

It is pointed out in London that the despatch of British warships is solely for the protection of British subjects.

The revolution was decided on at eight o'clock on Sunday evening owing to the insistence of Admiral Candido Doreira, who pointed out that the cruiser "Dom Carlos" was ordered to sail on Tuesday and it was impossible to delay.

A telegram from Lisbon at 11 p.m. on Wednesday says Senhor Braga has issued a manifesto to the army and navy saying the Republic is for the whole people. He therefore hopes that officers not participating in the Revolution will come to the headquarters and guarantee loyalty to the administration. In the meantime the revolutionists must retain positions of defence. General Cavallazzi has been appointed commandant of Lisbon.

The newspapers sympathetic with Portuguese Royal family. They are apprehensive that the troubles are only beginning and emphasise there is not likely to be foreign intervention with the choice of a free people. The papers speculate as to the effects in Spain and Greece. Quiet prevailed in Madrid last night except for a police raid on a jubilant Radical club where one arrest was made.

JAPAN'S NEW BATTLESHIP.

THE "KAWACHI."

A part of Tokio and Yokosuka newspaper men were allowed on Monday to obtain from Commander of the Yokosuka Naval Arsenal such information as is permitted to be made public on the construction and launch of the newly built battleship *Kawachi*, which was to take place there last Saturday. A representative of the *Japan Times* was among the Tokio party. The class, tonnage, and equipment of the *Kawachi* are:—Class, first class battleship; material used, steel; number of crew, about 1,200; displacement, 20,800 tons; horsepower, 25,000; length, 526 feet; width, 84 feet; depth, 44 feet; draught, 27 feet; speed, 20 knots; thickness of armour, 22 inches; guns, 12 twelve-inch guns, 10 six-inch guns, 8 four-inch guns, and 10 three-inch guns; number of searchlights, 6; number of torpedo tubes, 5; type of engine, Curtis turbine; type of boiler, Miyabara type; and propellers, 3. The keel of the ship was laid down on the 1st of April last year, and she was to be launched on the 15th of this month. The Yokosuka Naval Arsenal, where this latest vessel has been built, has a long history. The Yokosuka Iron Works, established by the Shogunate in December of 1865, were the forerunner of the present Arsenal. In its primitive stage, the establishment was managed by two French experts by turns. It was in June, 1871, that the name was changed to the Yokosuka Shipbuilding Yard. The establishment was put under the control of the Naval Office in October of the following year. At present the men employed in the Arsenal number 2,200. What is characteristic of them is that they have a hereditary interest in their work, as the work has been handed down from father to son. Such being the case, the workmen are all well qualified.

HONGKONG VOLUNTEERS.

CORPS ORDERS.

Parade at Headquarters at 5.30 p.m.—Tuesday, 24th October. Nos. 3 and 4 Coys. H.K.V. A. 255' Q.F. Gun drill. Scouts Coy. Infantry drill. Dress plain clothes with rifles.

Wednesday, 26th October. Nos. 1 and 2 Coys. H.K.V.A. 255' B.L. Howitzer Gun drill. Musketry instructions.

Thursday, 27th October. Artillery units—Gun drill. Engineer, Infantry, and Scouts Coys.—Infantry drill. Dress plain clothes with rifles.

Engineer Company will parade at West Fort, Kowloon at 9 p.m. on Wednesday, the 26th October, for technical instructions.

No. 4 Company H.K.V.A. will parade at Quarry Bay at 5.30 p.m. on Wednesday, the 26th October.

MUSKETRY COURSE.

Sunday, 30th October, at Kowloon Rifle Range from 9 a.m. to 12.45 p.m. for members of all units who have not yet fired Part I of the Musketry Course. Trained men only.

Note:—Uniform with side-arms must be worn by all members when carrying out Musketry. Any members attending in plain clothes will not be allowed to fire. This order will be strictly adhered to. Every member of the Corps must fire his Musketry Course to become efficient. No member will be allowed to fire Part III until he has completed Parts I and II.

RIFLE RANGE.

It is notified for information that the Kowloon Rifle Range is open for practice for the Volunteers and Reserves every day from 4 p.m. with the exception of Saturdays and Sundays. Two targets are available with markers, any extra targets must be applied for. There will be no charge for targets and markers unless more than two targets are used.

JOINED.

Mr. A. Henderson joined the Corps on the 14th October, assigned Corps No. 216 and posted to No. 4 Company.

Mr. D. V. Stevenson joined the Corps on the 17th October, assigned Corps No. 127 and posted to the Scouts Company.

Mr. A. Forbes joined the Corps on the 17th October, assigned Corps No. 118 and posted to No. 4 Company.

Mr. W. Baumont joined the Corps on the 17th October, assigned Corps No. 129 and posted to No. 4 Company.

Mr. Gilbert Day joined the Corps on the 19th October, assigned Corps No. 1220 and posted to the Scouts Company.

RESIGNED.

Gunner H. W. Peterson of No. 2 Company is permitted to resign on leaving the Colony, with effect from the 15th October.

Private A. Melby of the Infantry Company is permitted to resign with effect from the 14th October.

SIGNALLING EXAMINATION.

In Corps Orders dated the 5th October, 1910, for Corporal Boulton read Corporal Young.

GUN LAYING EXAMINATION.

The examination of Gun Layers of Nos. 1 and 2 Companies in Test III will take place at Gun Club Hill, Kowloon at 3 p.m. on Saturday 29th and Sunday 30th. All the layers should attend on one of these afternoons as there will be no further opportunity for examination in this test before Camp Dress'ain cloths.

An examination of N.C.O.'s will take place at Volunteer Headquarters on Thursday October 27th, Friday 28th and Monday 31st. All Company Sergeants Majors and Sergeants will be examined for certificate of proficiency; other ranks wishing to qualify for promotion will attend at the same time.

Note:—All N.C.O.'s above rank of Corporal who fail to qualify at this examination will be re-examined before end of drill season and should they again fail, will be required to revert to rank of Corporal.

ENGINEER COMPANY.

The members of the above Company are requested to attend at the Reading Room V.I. quarter Headquarters at 9 p.m. on Saturday 22nd instant. Dress:—Serge. Uniform.

CORRUPTION IN THE STRAITS.

SHANGHAI CRITICISM.

The report of the Special Commission appointed by the Governor of the Straits Settlements to inquire into, and report upon, the Municipalities in the Straits Settlements, comes as a revelation to many in the Far East. The report teems with items of organised corruption, condemnation of officers, wholesale negligence of duty, and all the officials, high and low, are subjected to impartial condemnation. The Commission recommends the abolition of representative city government, and to make it almost a government department. At a time when all the world is moving toward democratic and representative government, and when especially the Chinese are being criticised for being unfit for any sort of representative institutions it is remarkable that such findings should have been arrived at in a British Colony. It is easy to understand the Chinese official.

TAKING DRINKS or being neglectful of his duties. He works under a system which permits of this, the only action deserving of punishment being that of letting himself be found out. But to lay the blame for this state of affairs overtly on municipal government on a representative basis, is against the teaching of experience. Whatever may be the faults of representative government it has been found to work more smoothly and beneficially to the people than any other form of government, and especially city government. It has been found to work extremely well in almost every part of the world.

But the report of the Special Commission is a sorry record, and taking place in a city which was supposed to have a very efficient city government, and perhaps quoted as an example to the Chinese. It is specially regrettable. The Special Commission has recommended a radical change in the system which has permitted of such malpractices. But it should not be forgotten that there can only be corruption if the individual and the opportunity goes together. Possibly in this case the two were well combined. And we hope that any system for the administration of the municipal affairs of Singapore will not make it thoroughly official.—*Capital and Commerce.*

To-day's Advertisement.

FOR SHANGHAI, MOI, KOBE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"
Captain T. W. Kenrick, R.N.R., will leave for the above places TO-MORROW, the 21st inst., at 4 p.m.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 20th October, 1910.

COMMERCIAL.

20th October, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	5/3
Anglo-Javas	7/10
Anglo-Malaya	24/6
Balgowles	5/24
Batu Tigs	92/6
Bertams	7/10
Bukit Kajangs (pp.)	46/-
Carey Uniteds	16/3 prem.
Castlefields	117/6
Changkat Serdangs	3104
Cheras (part paid)	\$8 prem.
Do. (fully paid)	\$8
Damansaras	155/-
Eastern Internationals	13/9 prem.
Glencalys	52
Highlands and Lowlands	106/6 ex div.
Indragiris	517
Kamonnings	5/6 prem.
Kuala Lumpurs	70/-
Landrons (fully paid)	—
Landrons (ppd.)	—
Labours	70/-
Leggiss	45/-
London Asiatics	33/-
London Ventures	6/-
Merlimans	6/-
Pajamas	524
Pegahs	354
Rubber Trusts	21/3 prem.
Saggas	270/-
Sandycrofts	530
Sapongas	24/-
Seafields	130/-
Shelfords	72/6
Shumars & Jobores	312
Sumatra Faras	101/-
Sungel Chohs	92/6
Sungel Kopars	125/-
Tangkals	32/6
Tecrangs	2/- prem.
United Serdangs	103/6
United Sumatras	5140
United Sumatras	8/3
United Langkats	80/-
Duff	14/-
Trochols	31/9
Para Rubber	6/5 per lb.

SEPTEMBER RUBBER RETURNS.

INDRAGIRI:—	705 lbs.
ST. HELENA:—	105 lbs; Total seven months 731 lbs.
PAJAM:—	3,500 lbs.
MANDALAY:—	4704 lbs; August 234 lbs.
NEW SINGAPORE:—	671 lbs; Total four months 220 lbs.

Events Coming.

Monday, 24th October.
Breaking-up of Camp, Hongkong Volunteer Corps.

Wednesday, 26th October.
Corinthian Yacht Club annual meeting.

Friday, 18th October.
Opening Night of Harcourt's Grand Circus at C. Neway Bay, 9 p.m.

Saturday, 5th November.
Camping, Hongkong Volunteer Corps, at Customs Pass.
Opening Season of Royal Hongkong Yacht Club.
Boxing at the City Hall "Lewis vs Hudson."

Intimations.

APPLES!

"TASMANIAN STURMERS"

of

EXCELLENT QUALITY

20 cents per lb.

THE DAIRY FARM CO.,

LIMITED.

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SAPPORO

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BEER.

PRICES:

4 Doz. Quarts.....\$12.00 per case

8 Doz. Pints.....\$13.50 " "

OF ALL

WINE

MERCHANTS

JUST RECEIVED AND FOR SALE
THE COMING SEASON'S NOVELTIES
FROM
RAPHAEL TUCK & SONS.

LARGE SELECTION OF
XMAS CARDS.

Picture Puzzle Postcards,
Painting Books, Birthday Books,
Tuck's Annual, Walking Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE

VEGETABLE and FLOWER

SEEDS

GARDEN FERTILISERS,

Books on Gardening, &c.

USED POSTAGE STAMPS

in Single Sets, Packets and Bags.

All Philatelic Goods.

VIEW POSTCARDS.

MANILA CIGARS and

CIGARETTES.

&c., &c., &c.

Inspection invited.

GRACA & CO.,

27, DES VROUX ROAD, HONGKONG,

Hongkong, 18th October, 1910.

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ing, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

NICOLA ESCAPED

from our box at the City Hall, but neither he
nor anyone else can escape from
the fact that

Dr. MacKenzie's Stout

is the best Stout to take now that the Cool
Weather has set in. For anyone training for
Athletics of any sort it is invaluable. It builds
up the Nerves and Tissues, and taken after a
strenuous game it has a marvellously invigorating effect.

In Quarts, Pints, and Splits from

H. PRICE & COMPANY, LTD.,

12, Queen's Road Central,

Hongkong.

Telephone No. 255.
Written 19th October, 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of
14 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLIAN LINE" FRIDAY, NOV. 15TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLIAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 15TH.	"ALLIAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the latest wireless telegraph apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Mail and North in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port
Via New York
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Pkiza (opposite Blake Pier).

Projected Sailings from Hongkong—(Subject to Alteration.)	Steamship	Day
MANILA	YUEN-SANG	FRIDAY, 21st Oct., 4 P.M.
TIENSIN	CHIP-SHANG	MONDAY, 24th Oct., Noon.
SHANGHAI	KWONG-SANG	TUESDAY, 25th Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	FOOK-SANG	FRIDAY, 28th Oct., Noon.
MANILA	LOONG-SANG	FRIDAY, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	UTSANG	SATURDAY, 29th Oct., Noon.

RETURN TOURS TO JAPAN (OCTOBER 24 DAYS).
The steamers *Katsura*, *Naniwa* and *Fushimi* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji, to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kuantan, Labai, Datu, Simpitan, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 215.
Hongkong, 20th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	21st Oct., 10 A.M.
SHANGHAI	"ANHUI"	22nd " Midnight.
MANILA	"TEAN"	24th " 4 P.M.
TIENSIN	"KOEIOW"	25th " 4 P.M.
ILOILO & CEBU	"SUNGKANG"	26th " 4 P.M.
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	27th " 4 P.M.
SHANGHAI	"CHENAN"	27th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANOI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chienan*, *Chienan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Merry Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 95.
Hongkong, 20th October, 1910.

Steamship	Tons	Captain	To	Sailing Date
RUBI	3540	R. Rodger	MANILA	SATURDAY, 22nd Oct., at Noon.
ANRO	3540	A. Fraser	"	SATURDAY, 29th Oct., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
(General Managers)
Hongkong, 17th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

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Connecting at TAOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

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THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO.	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA & TACOMA v. MOJI, KOBE AND YOKO.	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly-built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA
SERVICE.

For	Steamers	Leaves
TAMU via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, at 10 A.M. 23rd Oct.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th October, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSHALLS, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser, Tons 9200 TANGO MARU, Capt. A. Christensen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 26th Oct., at Daylight. WEDNESDAY, 26th Nov., at Daylight. WEDNESDAY, 23rd Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	BADO MARU, Capt. S. Hirtz, Tons 7000	SATURDAY, 5th Nov. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU, Capt. K. Sato, Tons 1000 AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 8th Nov., at Noon. TUESDAY, 6th Dec., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6300 KUMANO MARU, Capt. M. Winkler, Tons 6300	FRIDAY, 26th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
BOMBAY via SINGAPORE & COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	WEDNESDAY, 26th October, P.M.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Combs, Tons 5000	WEDNESDAY, 26th October.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7000	THURSDAY, 27th Oct., at 5 P.M.
YOKOHAMA	KAWACHI MARU, Capt. H. Peterson, Tons 7000	SUNDAY, 23rd October.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911.
SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	To	RATES OF PASSAGE
MIVASAKI MARU	9,000	15th Feb.	To London, per New Steamer	1st class Single... \$550
KITANO	9,000	1st March	"	Return... 525
IYO	7,000	29th "	"	1st class Single... 350
HIRANO	9,000	29th "	"	Return... 500
TANGO	8,000	11th April	"	Old Sir. 1st class Single... 500
KAMO	9,000	25th "	"	Return... 750
AKI	7,000	10th May	"	2nd class Single... 350
MISHIMA	9,000	24th "	"	Return... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers, Tons Leave Hongkong
AWA MARU... 7,000 28th Feb.
INADA " 7,000 28th March
TAMBA " 7,000 25th April
AWA " 7,000 23rd May

With option of rail between calling ports in Japan.
Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.
For further information as to Freight, Passage, Sailings, etc., apply to
T. KUBUMOTO,
Agents.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, ORYON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for SATAVI,
PERIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DEVANHA,"
Capt. H. Powell, carrying H. Majesty's
Mail, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 29th
October, 1910, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Malwa*, 10,883 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement),
will be transhipped at Colombo into the
Mail steamer proceeding direct to Marseilles
and London, other Cargo for London, &c., will
be conveyed via Bombay by the R.M.S. *Mar-
mor*, due in London on 10th December, 1910.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 17th October, 1910.

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP
COMPANY.
FOR NEW YORK VIA PORTS AND
SUZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "INDRAVELLI" SATURDAY,
22nd Oct., 1910.
For Freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 18th October, 1910.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast.)
PROPOSED SAILINGS FROM HONGKONG:
FOR NEW YORK ONLY:
S.S. "LOTHIAN" { To sail hence on or
about 9th Oct.
For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th October, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

PROPOSED SAILINGS FROM HONGKONG
TO
VICTORIA, VANCOUVER AND SEATTLE
via
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

Steamer	Tons	Captain	On or about
America	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient
inducement offers.
These steamers are specially fitted for the
carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 27th September, 1910.

Consignees

FROM EUROPE.
THE H.A.L. Steamship
"SERNEGAMBIA,"
Captain Eckhorn, having arrived, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their
risk in the hazardous and/or extra-hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited, whence deliv-
ery may be obtained against Bills of Lading
countersigned by the Undersigned.
Optional Cargo will be carried on unless
notice to the contrary be given TO-DAY.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 25th inst., will be subject
to rent.

All broken, chafed and damaged Goods must
be left in the Godowns, where they will be
examined on the 24th inst., at 3 P.M.
No Fire Insurance will be effected by us in
any case whatever.

THIS STEAMER BRINGS CARGO
Ex S.S. *Thetis* from Singapore.
NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910.

Consignees

FROM EUROPE.
THE Steamship
"PRINZESS ALICE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the hazardous
and/or extra-hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 25th of October, will
be subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 24th of October, at 3.30 A.M.
All Claims must reach us before the 20th of
October, 1910, or they will not be re-
cognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

THE STEAMER BRINGS CARGO
Ex S.S. *Thetis* from Singapore.
NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 17th October, 1910.

Consignees

FROM EUROPE.
THE Steamship
"JAPAN,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUZ CANAL AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.

Goods not cleared by the 19th inst., at 4
P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representatives at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here, after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th October, 1910.

Consignees

FROM EUROPE.
THE Steamship
"PRINZESS ALICE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the hazardous
and/or extra-hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 25th of October, will
be subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 24th of October, at 3.30 A.M.
All Claims must reach us before the 20th of
October, 1910, or they will not be re-
cognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

THE STEAMER BRINGS CARGO
Ex S.S. *Thetis* from Singapore.
NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910.

Consignees

FROM EUROPE.
THE Steamship
"PRINZESS ALICE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the hazardous
and/or extra-hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 25th of October, will
be subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 24th of October, at 3.30 A.M.
All Claims must reach us before the 20th of
October, 1910, or they will not be re-
cognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

THE STEAMER BRINGS CARGO
Ex S.S. *Thetis* from Singapore.
NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH"
FROM MIDDLESBROUGH, GLASGOW,
LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of Holt's Wharf, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 24th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to
be left in the Godowns, and all Goods remain-
ing undelivered after the 24th instant, at 3.45 P.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 17th October, 1910.

NORDDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, at Kowloon, and West
Point Godowns, whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd of October will
be subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 22nd of October, at 9.30 A.M.

All claims must reach us before the 21st of
October, 1910, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 16th October,

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$150,000	\$2,019.30	\$2 for first half year ending 30.6.10 @ ex 1/8 = \$12.45	5 % \$200 sellers \$200 buyers
National Bank of China, Limited	99,925	47	46	\$4,000 \$10,000	\$30,558	\$2 (London 3/8) for 1909	80 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000 \$150,000	none	\$10 for 1908	51 % \$175
North China Insurance Company, Limited	10,000	215	25	\$1,500,000 \$15,000,000 \$150,000	Tls. 205.19	Interim div. of 7/6 for 1909	5 % Tls. 112 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$15,000,000 \$150,000	\$187,984	Final of \$30 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	7 % \$40 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,500,000 \$15,000,000 \$150,000	\$73,787	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 % \$195 sales
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,500,000 \$15,000,000 \$150,000	\$4,8406	\$5 and bonus \$2 for 1908	7 % \$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$15,000,000 \$150,000	\$426,218	\$27 for 1908	8 % \$550 sales \$555 sellers
SHIPPING.							
Obba and Macla Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000 \$15,000,000 \$150,000	\$3,777	\$12 for 1906	5 % \$4 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,500,000 \$15,000,000 \$150,000	none	\$2 for year ending 30.6.1908	5 % \$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,500,000 \$15,000,000 \$150,000	\$30,766	Dividend of \$1 for 30.6.10	8 % \$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$1,500,000 \$15,000,000 \$150,000	\$7,537.82	\$6 for 1907 on Preference shares only @ ex 1/10 11/15 = \$5.154	5 % \$57 sellers
Do. (Deferred)	60,000	25	25	\$1,500,000 \$15,000,000 \$150,000	\$192,994	Final div. of 2/6 per sh. (comp. 14) making in all 4/6 per sh. for '09 & 23 cent. div. of 25 per sh. on acc. for '10	5 % 78.6 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$1,159	A dividend of 7 1/2 % for yr. ending 30.4. 1910	5 % \$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,500,000 \$15,000,000 \$150,000	none	A bonus of 5 %	5 % \$10
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,500,000 \$15,000,000 \$150,000	\$8,090	\$5 for half year ending 30.6.1910	6 % \$145 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,500,000 \$15,000,000 \$150,000	\$135,893	\$3 for 1897	5 % \$15
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,500,000 \$15,000,000 \$150,000	\$1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 % Tls. 15 sellers
Headwaters Mining Company	60,000	10	10	\$1,500,000 \$15,000,000 \$150,000	none	First year	5 % Pa. 22
Raib Australia Gold Mining Company, Limited	150,000	18/10	18/10	\$1,500,000 \$15,000,000 \$150,000	\$4,172	\$1 per share 1910 dividend	5 % \$7 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	10	10	\$1,500,000 \$15,000,000 \$150,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 % \$9 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,500,000 \$15,000,000 \$150,000	\$8,460	\$1.75 for year ending 31.12.08	5 % \$54 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,500,000 \$15,000,000 \$150,000	\$264,847	\$24 for 1909	41 % \$49
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,500,000 \$15,000,000 \$150,000	\$118,735	\$3 for half year ended 30.6.1909	8 % Tls. 72
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,500,000 \$15,000,000 \$150,000	Tls. 4,261	Final of Tls. 31 making Tls. 6 in all for year 30.4.1910	7 % Tls. 108
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	\$1,500,000 \$15,000,000 \$150,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,500,000 \$15,000,000 \$150,000	Tls. 4,314	Tls. 6 for year ending 29.2.11	5 % Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,500,000 \$15,000,000 \$150,000	\$24,801	\$2 for 1909	8 % \$124 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,500,000 \$15,000,000 \$150,000	\$1,277	\$3 on old shares \$1.50 on new shares for half year ending 30.6.10	51 % \$198 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,500,000 \$15,000,000 \$150,000	\$27.9	Interim of \$14 for 1910	7 % \$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$5,471	45 cents for 1909	6 % \$72 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,500,000 \$15,000,000 \$150,000	\$29	\$24 for 1909	8 % \$134 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,500,000 \$15,000,000 \$150,000	Tls. 61,969	Interim of Tls. 3 for 1910	61 % Tls. 121 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,500,000 \$15,000,000 \$150,000	\$1,958	Interim of \$1.80 for 1910	81 % \$89
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,500,000 \$15,000,000 \$150,000	Tls. 40,991	Tls. 11 for year ending 31.10.09	81 % Tls. 103 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$9,553	50 cents for year ending 31.7.08	5 % \$51 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,500,000 \$15,000,000 \$150,000	Tls. 175,000	Tls. 74 for year ending 30.9.09	10 % Tls. 50 sales
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,500,000 \$15,000,000 \$150,000	Tls. 4,839	Tls. 6 for 1909	10 % Tls. 50 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	\$1,500,000 \$15,000,000 \$150,000	Tls. 11,178	Tls. 25 for 1909	17 % Tls. 220 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500,000 \$15,000,000 \$150,000	\$648	15 % per share for 1909	18 % 38 sellers
China-Borneo Company, Limited	60,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	none	60 cents for 1909	61 % \$9
China Light and Power Company, Limited	50,000	\$1	\$1	\$1,500,000 \$15,000,000 \$150,000	\$50,242	60 cents for year ended 28.2.06	10 % \$1.20 sellers
China Provident Loan & Mortgage Company, Ltd.	135,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$16,602	80 cents for 1909	10 % \$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,500,000 \$15,000,000 \$150,000	\$1,890	\$1.20 for year ending 31.7.09	61 % \$178
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$4,800	Interim of 15 cents per share for 1910	10 % \$4.50 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$670	14 per cent. viz. \$1.40 for 1909	12 % \$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$11,798	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 % \$20 sellers
Hongkong Ice Company, Limited	50,000	\$25	\$25	\$1,500,000 \$15,000,000 \$150,000	\$7,616	Interim of \$1 per share for 1910	6 % \$135 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$4,176	Final of \$1 moving to all \$2 for 1909	9 % \$20 sellers
Maatschappij tot Mijnbouw en Landbouwen plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,500,000 \$15,000,000 \$150,000	Tls. 216,682	Final dividend of Tls. 12 1/2 15th March	5 % Tls. 1,050
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	51 % \$23 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	none	None	5 % \$1
Philippine Company, Limited	75,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$18,640	None	5 % \$28
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,500,000 \$15,000,000 \$150,000	Tls. 5,250	No dividend this year	5 % Tls. 1221 sales
Societe des Pulpes et Papeteries du Tonkin	13,300 Benefit shares 1,300	50 Halpang Nominal	25 Currency	none	none	First year	5 % \$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,500,000 \$15,000,000 \$150,000	Dr. \$21,095	None	8 % \$24 sales
Steam Laundry Company, Limited	30,000	\$25	\$25	\$1,500,000 \$15,000,000 \$150,000	\$27,86	10 % for year ending 31st May 1910	8 % \$51 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$19,956	60 cents for year ending 31.12.08	5 % \$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,500,000 \$15,000,000 \$150,000	\$46,000	15 % per ordinary sh. for year ended 31.5.10	5 % \$24 sellers
Watkins Limited	10,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$1,941	35 cents for 1909	5 % \$24 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,500,000 \$15,000,000 \$150,000	\$2,013	\$1 paid shares for year ending 30.4.10	5 % \$5 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,500,000 \$15,000,000 \$150,000	none	None	164 buyers \$2 buyers

Printed and Published by JOSEPH W. BRADY for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,
No. 11, Queen's Road, in the City of Hong Kong.

Hotel.

SKATING I SKATING II SKATING III
AT THE
BELLE VIEW HOTEL,
SHAUKIWAN ROAD,
Telephone No. 907.

Sessions 10 a.m. to 11 p.m.

Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are reserved for Ladies and Children only.

W. GALLAGHER,
Manager.

Hongkong, 17th October, 1910.

Intimations



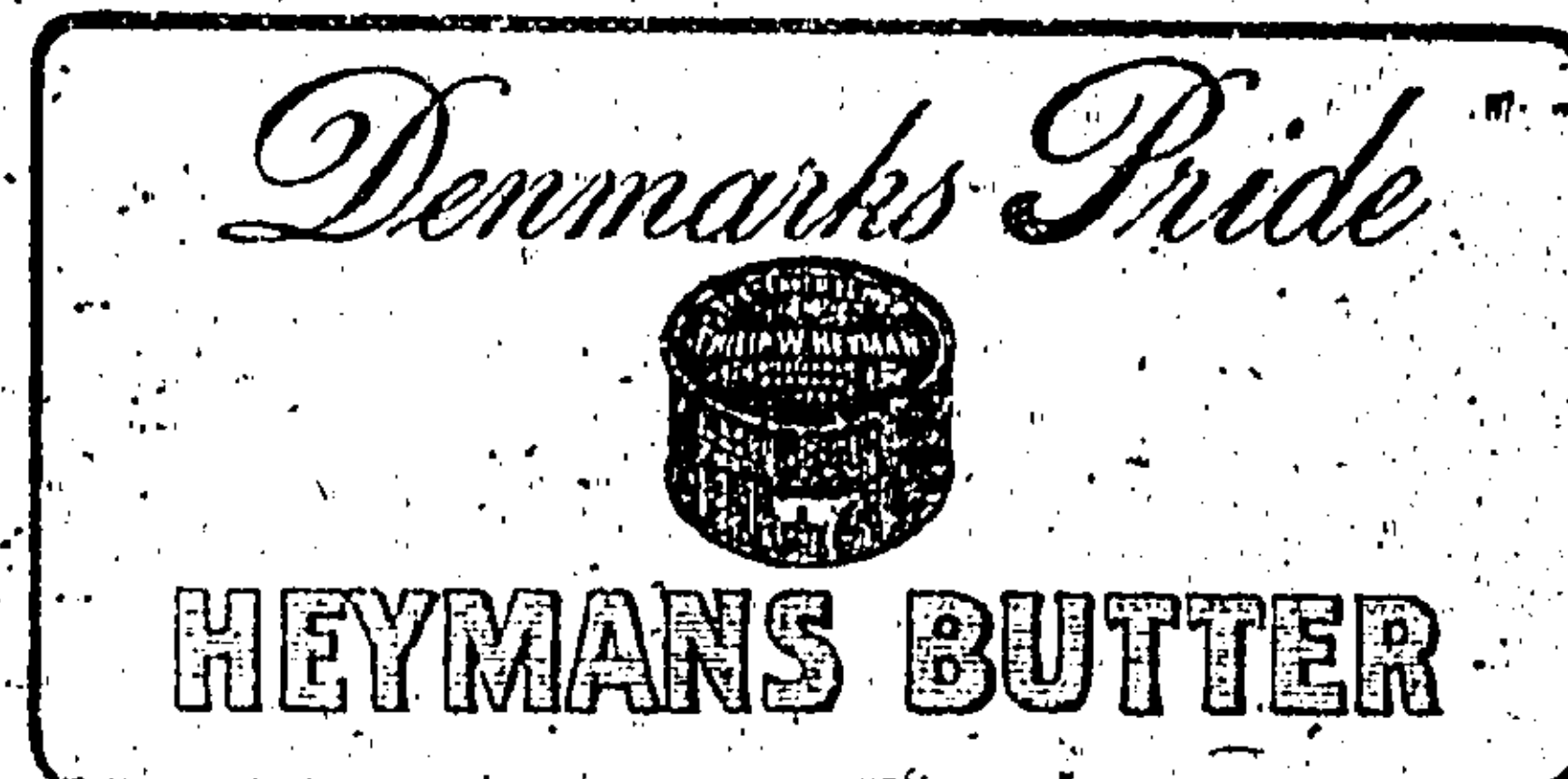
THE
"REMINGTON"
TYPEWRITER

It is not the cheapest when purchased, but it is the
cheapest in the long run, as is proved by the fact, that
the number of Remingtons sold annually is vastly
greater than that of any other make.
It has always been and is to-day the recognized
leader among writing machines.
It does the best work and keeps doing it for the
longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original
packing, which are on the market just now. They are offered at low prices and apparently
new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON,
SIEMSEN & CO.

(Machinery Dept.)



SIEMSEN & CO., Sole Agents.

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PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 10.00 a.m. ... Every 10 minutes	
10.00 a.m. to 12.00 a.m. ... Every 15 minutes	
12.00 a.m. to 1.45 p.m. ... Every 15 minutes	
1.45 p.m. to 3.15 p.m. ... Every 15 minutes	
3.15 p.m. to 4.45 p.m. ... Every 15 minutes	
4.45 p.m. to 6.00 p.m. ... Every 15 minutes	
6.00 p.m. to 7.00 p.m. ... Every 15 minutes	
7.00 p.m. to 8.00 p.m. ... Every 15 minutes	
8.00 p.m. to 9.00 p.m. ... Every 15 minutes	
9.00 p.m. to 10.00 p.m. ... Every 15 minutes	
10.00 p.m. to 11.00 p.m. ... Every 15 minutes	
11.00 p.m. to 12.00 a.m. ... Every 15 minutes	
12.00 a.m. to 1.00 a.m. ... Every 15 minutes	
1.00 a.m. to 2.00 a.m. ... Every 15 minutes	
2.00 a.m. to 3.00 a.m. ... Every 15 minutes	
3.00 a.m. to 4.00 a.m. ... Every 15 minutes	
4.00 a.m. to 5.00 a.m. ... Every 15 minutes	
5.00 a.m. to 6.00 a.m. ... Every 15 minutes	
6.00 a.m. to 7.00 a.m. ... Every 15 minutes	
7.00 a.m. to 8.00 p.m. ... Every 15 minutes	
8.00 p.m. to 9.00 p.m. ... Every 15 minutes	
9.00 p.m. to 10.00 p.m. ... Every 15 minutes	
10.00 p.m. to 11.00 p.m. ... Every 15 minutes	
11.00 p.m. to 12.00 a.m. ... Every 15 minutes	
12.00 a.m. to 1.00 a.m. ... Every 15 minutes	
1.00 a.m. to 2.00 a.m. ... Every 15 minutes	
2.00 a.m. to 3.00 a.m. ... Every 15 minutes	
3.00 a.m. to 4.00 a.m. ... Every 15 minutes	
4.00 a.m. to 5.00 a.m. ... Every 15 minutes	
5.00 a.m. to 6.00 a.m. ... Every 15 minutes	
6.00 a.m. to 7.00 a.m. ... Every 15 minutes	
7.00 a.m. to 8.00 p.m. ... Every 15 minutes	
8.00 p.m. to 9.00 p.m. ... Every 15 minutes	
9.00 p.m. to 10.00 p.m. ... Every 15 minutes	
10.00 p.m. to 11.00 p.m. ... Every 15 minutes	
11.00 p.m. to 12.00 a.m. ... Every 15 minutes	
12.00 a.m. to 1.00 a.m. ... Every 15 minutes	
1.00 a.m. to 2.00 a.m. ... Every 15 minutes	
2.00 a.m. to 3.00 a.m. ... Every 15 minutes	
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